

GENERAL SECRETARIAT.

Review of the Administration Report of the Railway Department.

READ—

Report on the Administration of the Railway Department for the year 1928-29, received with letter No. 1652, dated the 19th—21st November 1929, from the Secretary to Government for Railways.

ORDER No. G. 8516-60—G. M. 93-29-5, DATED 23RD JANUARY 1930.

Recorded.

Administrative changes.—Khan Bahadur Abdul Aziz Khan continued to be in charge of the Department during the year under report as Agent and Traffic Manager except for a short period in February and March 1929, when Mr. K. Srinivasaiengar acted for him, Mr. Y. K. Ramachandra Rao, Officiating as Superintending Engineer during the period.

Open lines worked by the Madras and Southern Mahratta Railway Company.—The aggregate mileage of the State Lines worked by the Madras and Southern Mahratta Railway Company remained the same as in the previous year, viz., 271·48, the capital cost thereof being Rs. 2,01,28,373. The gross earnings during the year amounted to Rs. 49,82,000 against Rs. 52,59,000 during the previous year. The working expenses showed a decrease of Rs. 5,10,000 over the previous year's figure of Rs. 30,40,000. After deducting surplus profits paid to the Company and guaranteed interest on the Sterling Loan amounting in all to Rs. 7,57,000 the net receipts were Rs. 16,95,000 as against Rs. 14,79,000 during the previous year showing an improvement to the extent of Rs. 2,16,000.

Open lines worked by the State.—Including the section between the Shimoga Railway Station and Shimoga Town opened during the year, the total mileage worked by the State Railway Department was 425·64 against 424·29 during the year previous. The capital cost including that of the line between Shimoga and Ragihosahalli which was opened for goods traffic at the end of the year, amounted to Rs. 3,47,07,348. The gross earnings of the line worked by the Department were Rs. 38,45,000 against Rs. 38,04,000 during the previous year. The ordinary working expenses amounted to Rs. 23,11,000. But this amount included certain payments made during the year under report on account of previous year's arrears aggregating Rs. 30,564. If this item is deducted out of the ordinary working expenses above referred to, the percentage of working expenses to receipts works out at the same figure as the previous year's viz., 59·70.

The net cash receipts from the lines worked by the Department after contributing Rs. 5 lakhs to the Depreciation Fund amounted to Rs. 6,66,000 against Rs. 9,89,000 during the preceding year.

The capital outlay during the year amounted to Rs. 17,55,000 comprising Rs. 2,65,806 on lines worked by the Madras and Southern Mahratta Railway Company, Rs. 9,58,224 on those worked by the Department and Rs. 5,30,672 on the construction of the Shimoga-Arasalu Railway.

Stores.—With an opening balance of stores of the value of Rs. 7,55,850 stores to the extent of Rs. 12,17,730 were purchased during the year. Of these issues and sales amounted to Rs. 11,24,445 leaving a balance of stores to the value of Rs. 5,49,135 at the close of the year.

Accidents.—No accidents to trains are reported. Five persons were, however, run over and killed. The number of passengers injured either by jumping or falling from trains was 5. The number of engine failures was 35 against 42 in the preceding year.

General.—Government are glad to note that there was appreciable improvement both in the passenger and goods traffic during the year. Among the most noticeable features of the Railway Administration of the year may be mentioned the following:—

(1) The introduction of the through-train service between Mysore and Shimoga, Mysore and Hubli, via., Guntakal and between Mysore and Poona, via., Bangalore.

(2) Constitution of an Advisory Committee consisting of persons representing various public bodies in Mysore to advise the administration on various matters connected with the provision of better railway convenience to the public.

(3) Taking over the traffic control and working of the Narrow Gauge Joint Stations at Bangalore and Bowringpet, for obviate inconveniences experienced by the public.

(4) Sanctioning the schemes of re-railing the Birur-Shimoga and the Mysore-Nanjangud Sections at an estimated cost of Rs. 6,99,842 and Rs. 4,98,158 respectively.

(5) Issuing return tickets for Inter-class and revising the rates for parcels and luggage.

(6) The opening of Tarikere-Narasimharajapura tramway for through booking of goods traffic and the tentative establishment of a coal campaign to attain economy in expenditure.

(7) The additional installation of up-to-date machinery to facilitate quick out-turn, and

(8) The entertainment of three Loco Probationers.

Conclusion.—Government note with satisfaction that there have been practically no complaints from the public notwithstanding the exceptionally heavy traffic during the year. The earnings from Railways have increased from Rs. 30.04 lakhs in 1921-22 to Rs. 38.45 lakhs in the year under report, while the working expenses have gone down from 84.07 per cent in 1921-22 to 59.70 per cent in 1928-29. It is hoped that the working expenses will be reduced still further during the coming year.

Government are pleased to observe that the administration of the Department has continued to be satisfactory.

R. RANGA RAO,

General Secretary to Government.

Review of the Administration Report of the Krishnarajasagara and Allied Works.

READ—

Letter No. 2326—K. S. S., dated the 15th November 1929, from the Chief Engineer, Krishnarajasagara Works, forwarding the Administration Report of the Krishnarajasagara and Allied Works, for the year 1928-29.

ORDER No. G. 8676-87—G. M. 91-29-3, DATED 25TH JANUARY 1930.

Recorded.

Rajasevasakta K. R. Seshachar continued to be in the administrative charge of the operations during the year under report.

Important measures.—Owing to the breaches caused by the unprecedented floods of 1924 in the Cauvery Dam and other control works at the Upper anicut in the Madras Presidency, a dispute arose between the Governments of Madras and Mysore in regard to the interpretation of clauses 7 and 8 of the agreement of 1924 in the matter of fixing the limit of the discharges due to Madras. This dispute was first referred to a Board of Arbitration constituted with the consent of both the Governments and was finally brought to a settlement by compromise through the good offices of the Arbitrator, the Honorable Mr. Justice A. Page. Opportunity was also taken at the same time to settle a number of other questions which were under correspondence.

Estimates for the Krishnarajasagara Dam Works which were in operation since 1911 were finally closed and a fresh estimate for Rs. 32.47 lakhs was sanctioned during the year for the works still remaining to be carried out. Works connected with the formation of the Yedatore new town were nearly completed. The main portion of the lay out of roads and water-supply arrangements are almost ready, and it is reported that the people are slowly beginning to shift to the new town.

The Irwin Canal Works which were commenced during the previous year made appreciable progress. Nearly 80 per cent of the excavation work in the first section has been completed; masonry work is proceeding briskly and it is expected that before the end of the current official year, all important works in this section will be completed. In the second section, the tunnel has already been excavated to a length of 4,000 feet out of a total of 9,133 feet and together with the masonry lining, it is expected to be ready for service early in 1931, and will irrigate about 30,000 acres. Government are glad to note that the execution of the tunnel works by Departmental agency has resulted in appreciable savings in expenditure.